

# When a Cul-de-Sac Turnaround Becomes a Through Street

Lots on the turnaround are impacted by  
changing frontage requirements

# Zoning Bylaw Reduces Frontage Requirements for Lots on Cul-de-sac Turnarounds

District	Standard frontage	Frontage on turnaround
A (unsewered)	200	120
A (sewered), R-40	140	90
R-20	125	80
R-MF	150	100
NB	100	70
CB	140	140
OLI, I	120	80
Flexible development	80	50

# Lots on Cul-de-sac Turnarounds

- Subdivision Regulations require turnaround diameter to be at least 100'; a greater diameter may be allowed or required by the Planning Board.
- Zoning Bylaw allowance of reduced frontage is interpreted to mean that a lot qualifies for reduced frontage even if only a small portion of its frontage is on the turnaround.
- Depending on the zoning district and turnaround diameter, several lots may have reduced frontage on one turnaround.

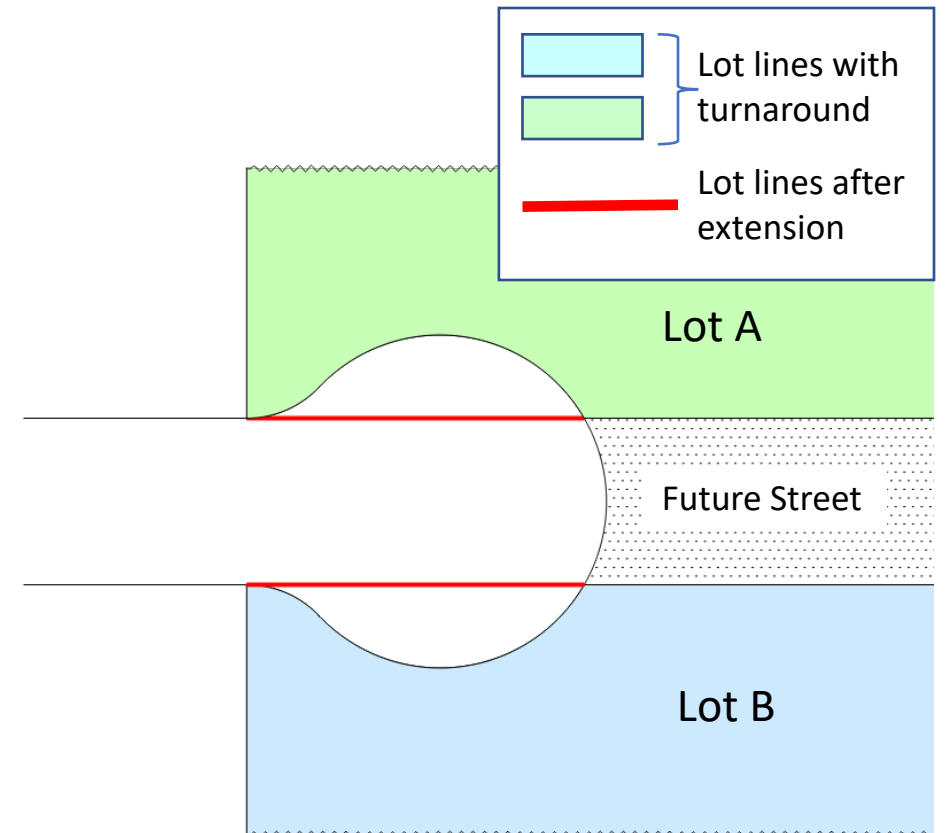
# Cul-de-sac Turnarounds May Become Through Streets

- Subdivision Rules and Regulations require that, where feasible and appropriate, a right of way be reserved for the purpose of extending a cul-de-sac from the turnaround to adjacent property, to facilitate street connection to future development.
- What happens to lots with reduced frontage on a turnaround when that future street is built, eliminating the turnaround?
  - With no turnaround, the lots no longer qualify for reduced frontage.
  - To leave the reduced frontage in place would create a non-conformance.
  - The land formerly occupied by the turnaround will normally be added to the abutting lots, offering an opportunity to redraw lot lines in a way that gives each lot frontage that complies with the ZBL.



# What Does the Extension Look Like?

- Future street extension will typically be more or less opposite the street entering the turnaround, perhaps with a modest curve
- There will normally be a lot on each side of the future extension
  - That lot's frontage may be the entire turnaround on that side, in which case the lot's side line on the extended street adds to its frontage when the street is extended
  - If the lot had reduced frontage on the turnaround, it will end up with compliant frontage
- Extending reduced frontages gets more complicated with more lots on the turnaround, as illustrated in the examples on the following pages



# Example 1: Two Lots on One Side of Turnaround

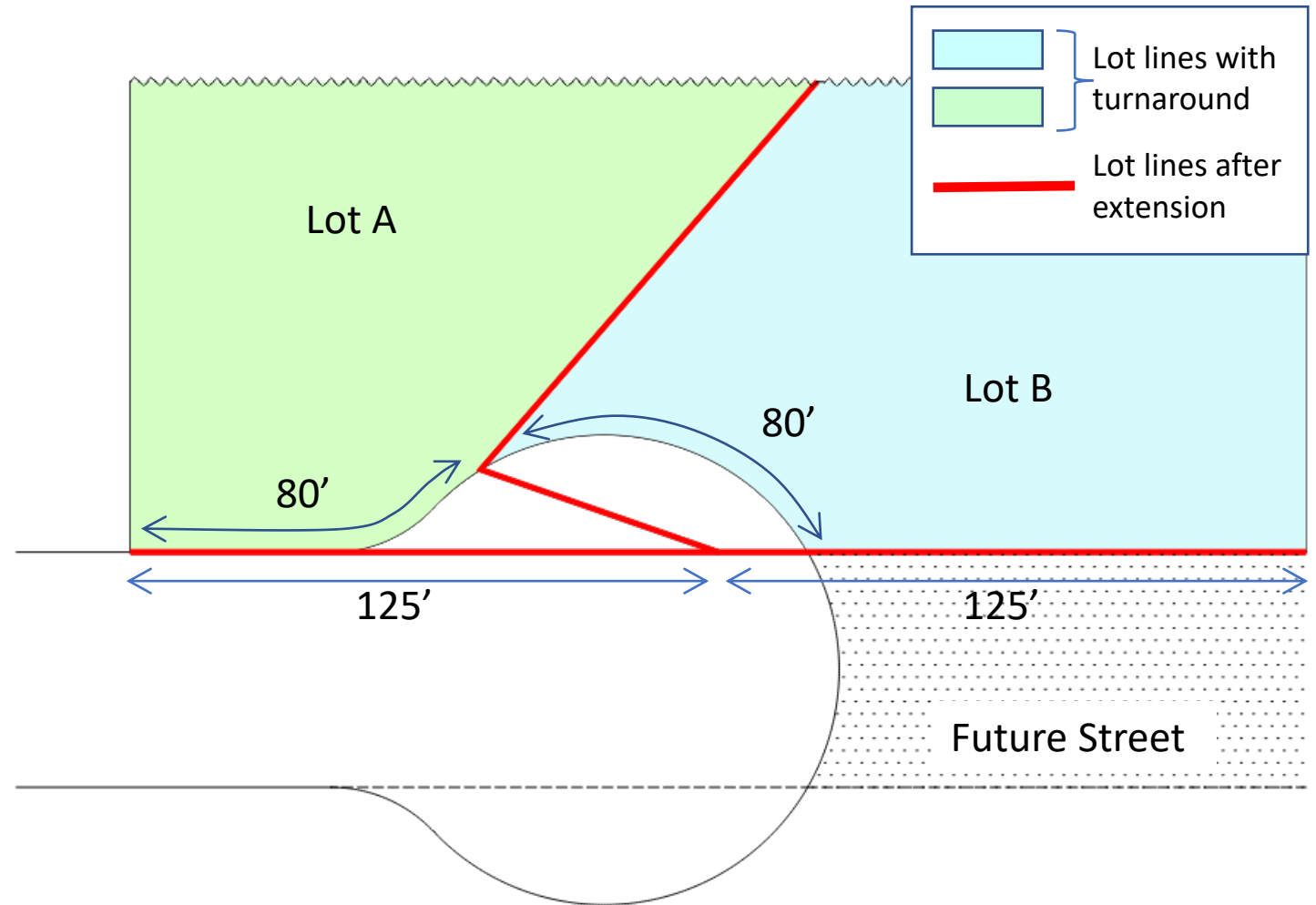
## R-20 Zone

- 80' frontage allowed on turnaround
- 125' frontage required when turnaround eliminated

Lots A & B have the minimum allowed frontage of 80'

## Lot Reconfiguration

- Lot A extended to meet required frontage
- Lot B side line on future street becomes its frontage



# Example 1: Two Lots on One Side of Turnaround

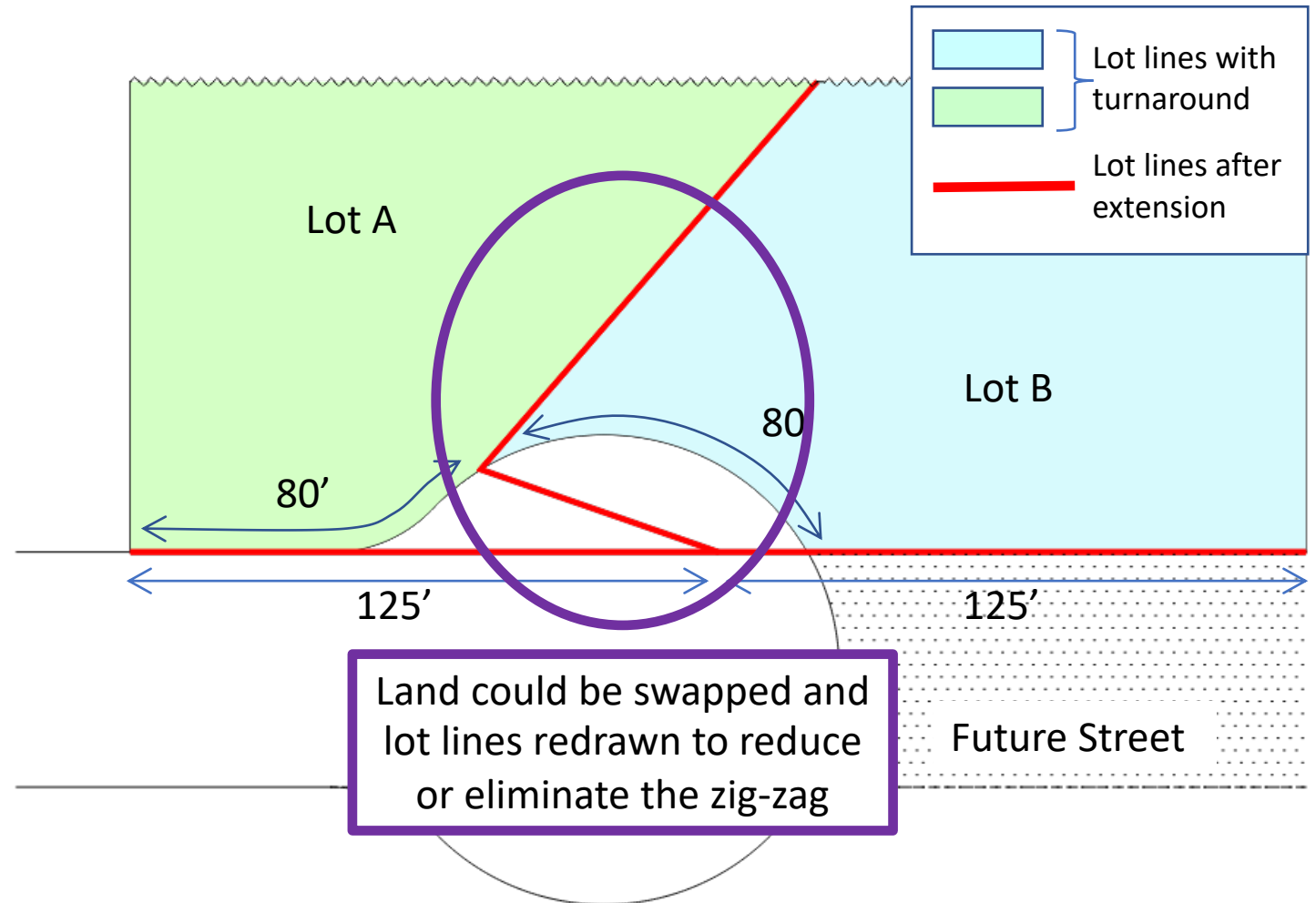
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# Example 2: Three Lots on One Side of Turnaround

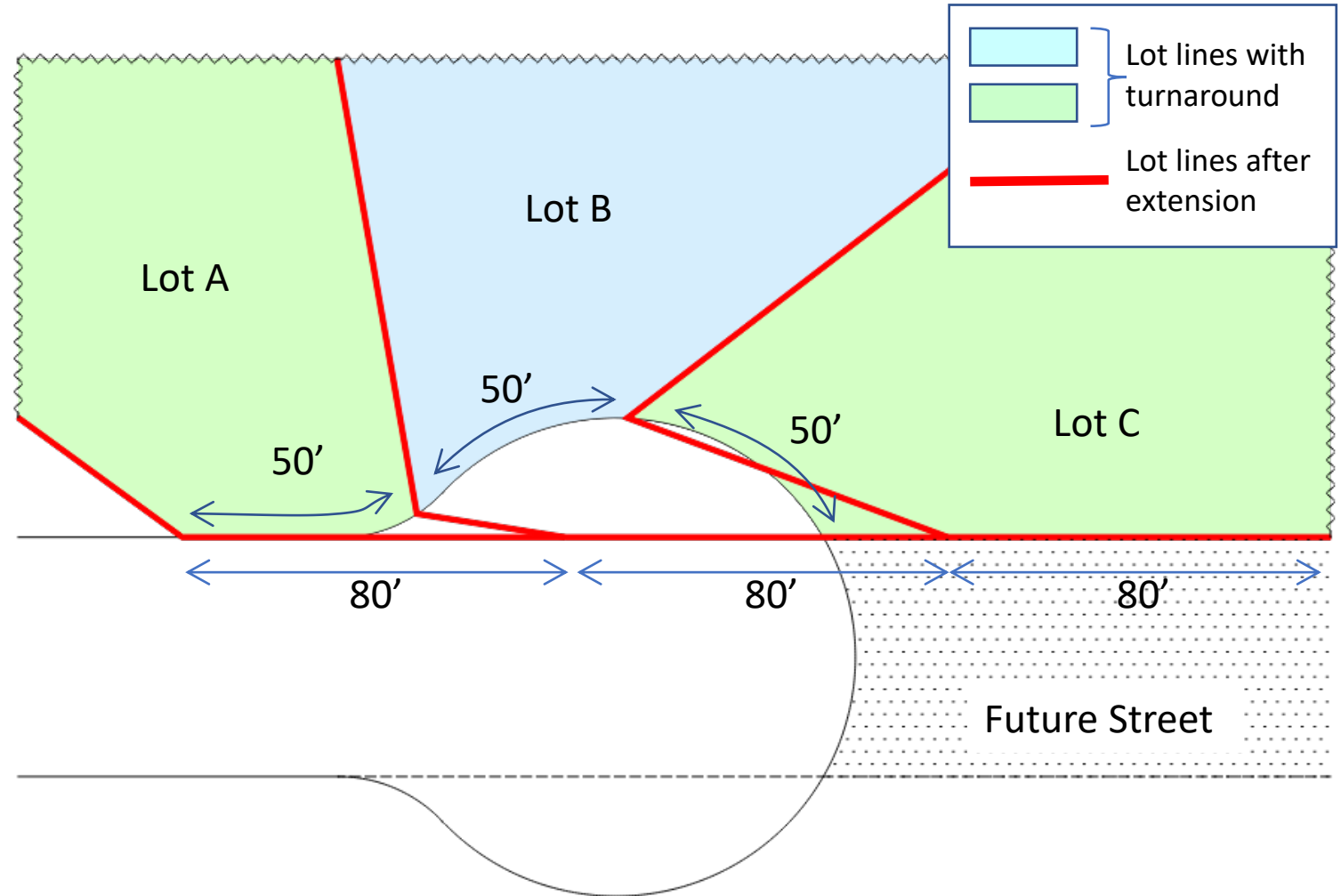
## Flexible Development

- 50' frontage allowed on turnaround
- 80' frontage required when turnaround eliminated

Lots A, B, & C have the minimum 50' frontage

## Lot Reconfiguration

- Lots A & B extended to meet required frontage
- Lot C side line on future street becomes its frontage
- A portion of Lot C goes to Lot B



# Example 2: Three Lots on One Side of Turnaround

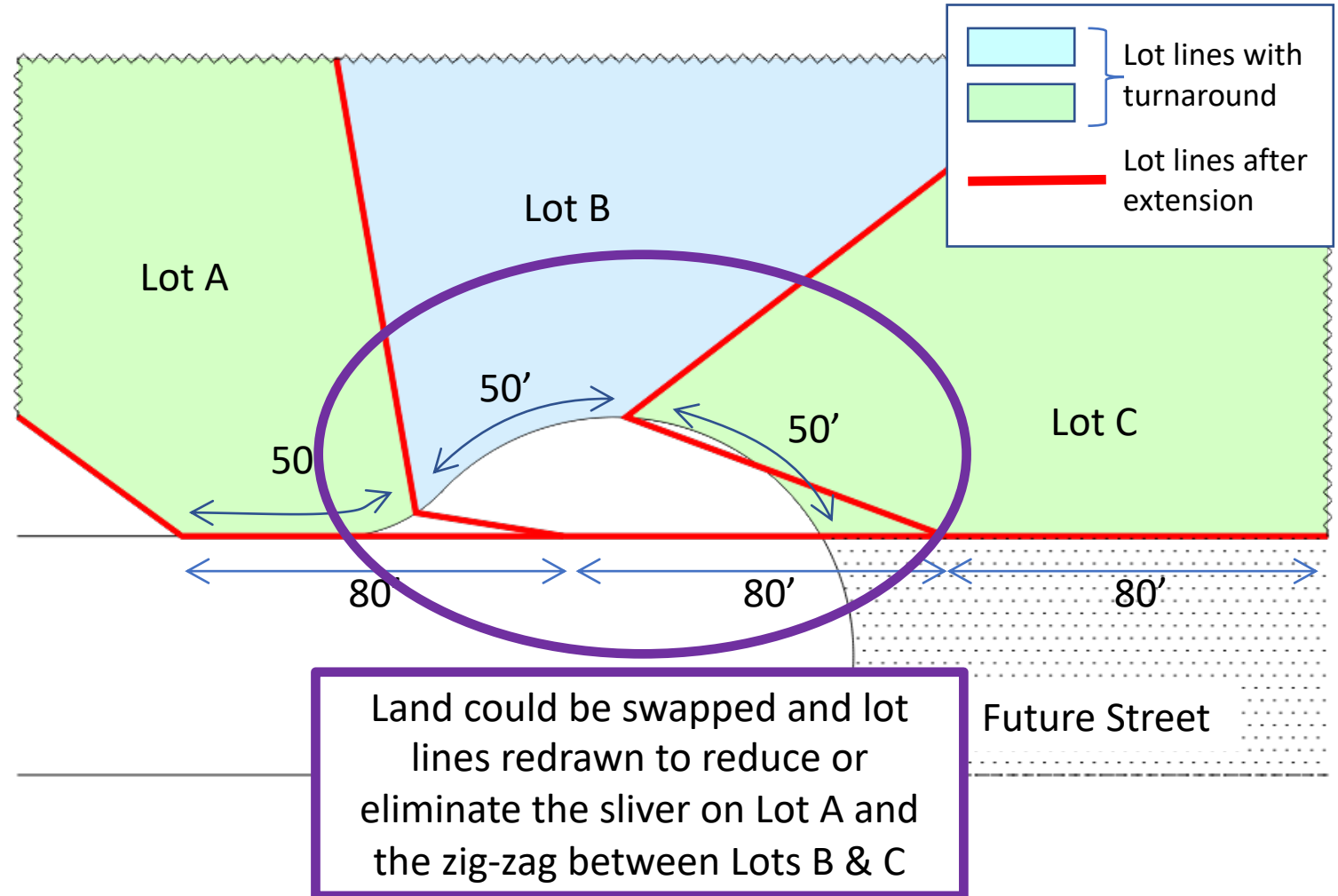
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# Example 3: Maximum Bend on Future Street

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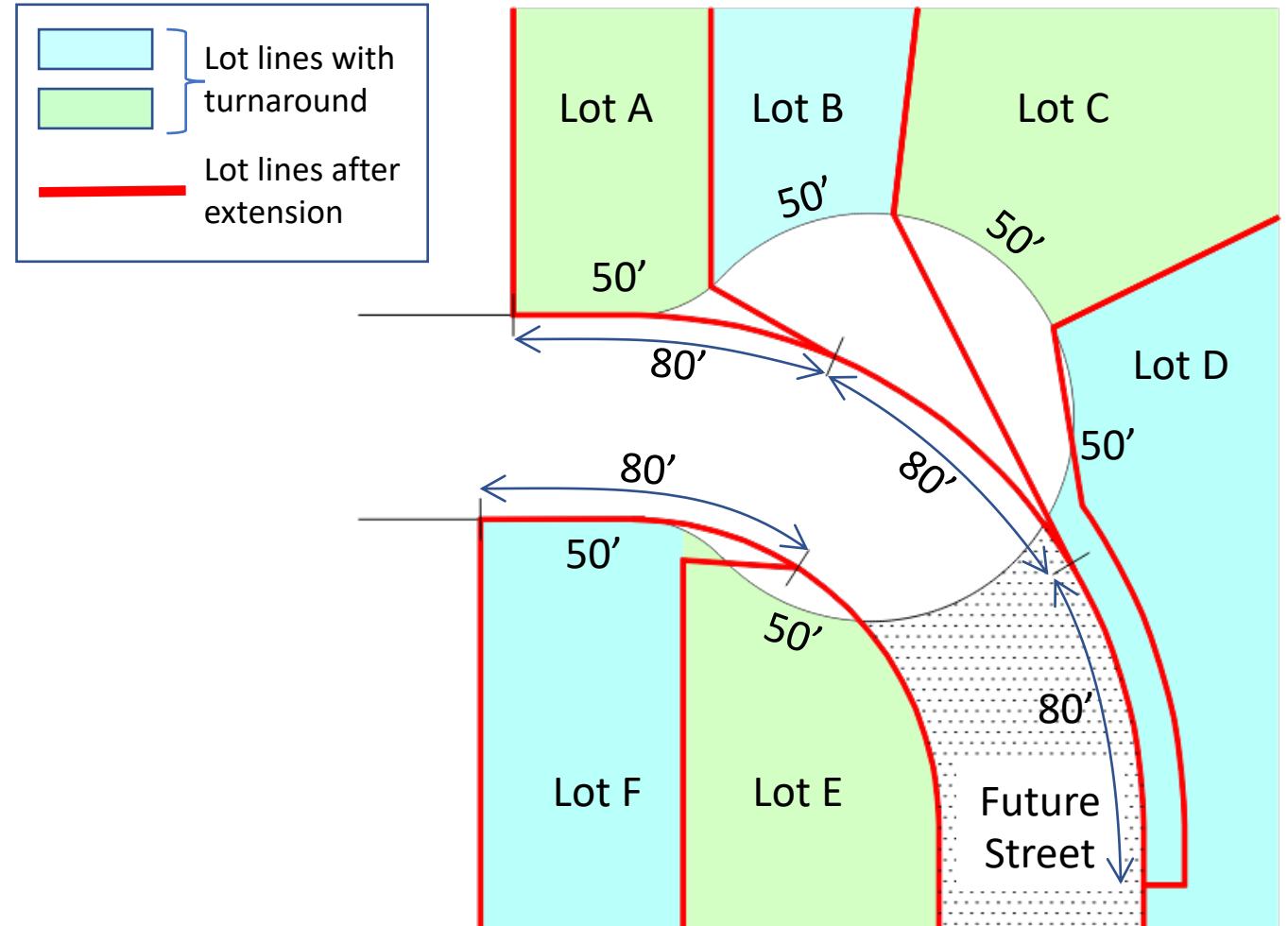
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Lots A, B, C, D, E, & F have the minimum 50' frontage

Future street has maximum bend (minimum 100' curve radius)

## Lot Reconfiguration

- Problem: All six lots must have 50' of frontage extended to 80'
- Lots D & E have side lines on the future street that become frontage
- But...Lot C needs to get all its frontage from Lot D



# Example 3: Maximum Bend on Future Street

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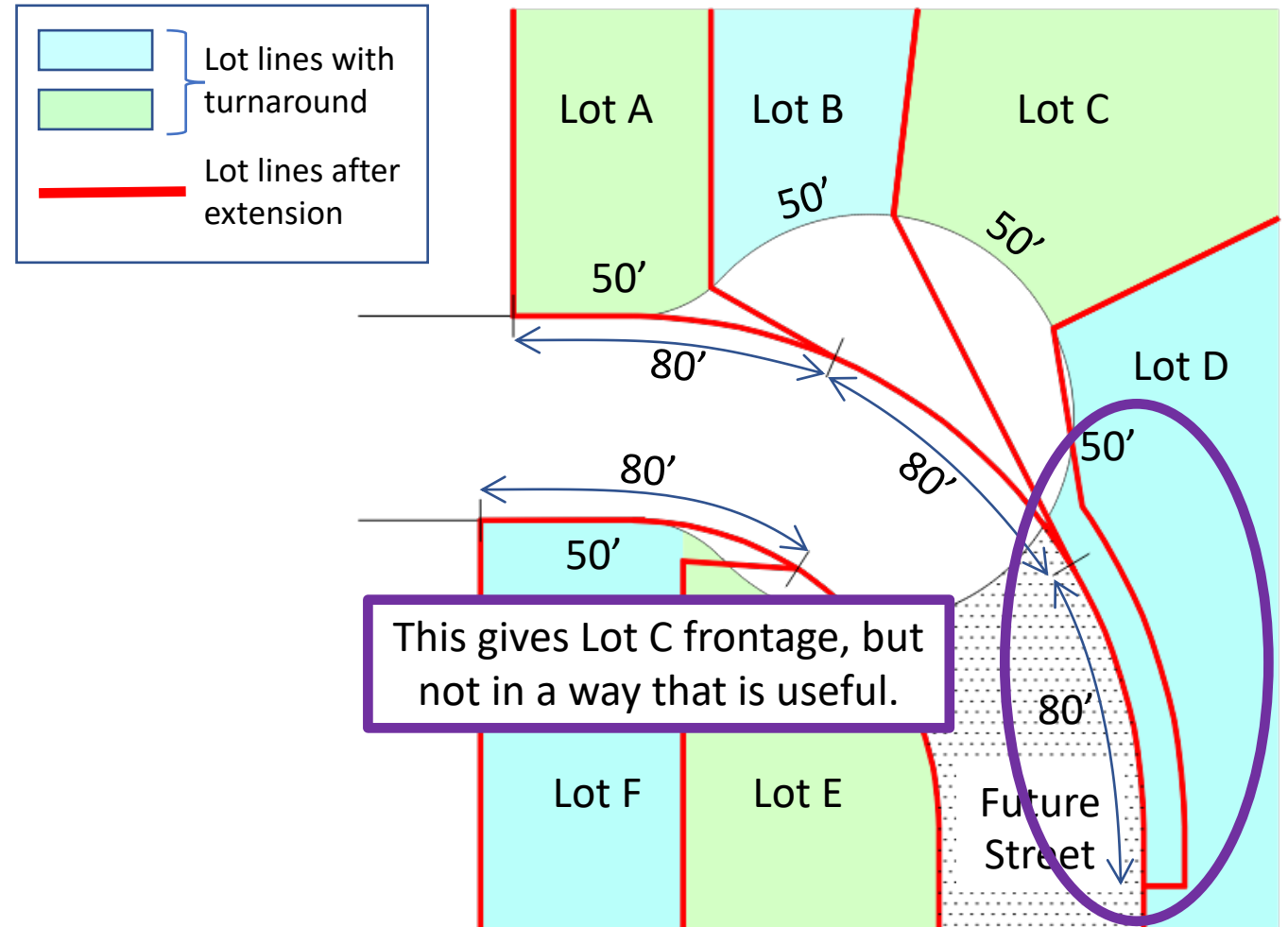
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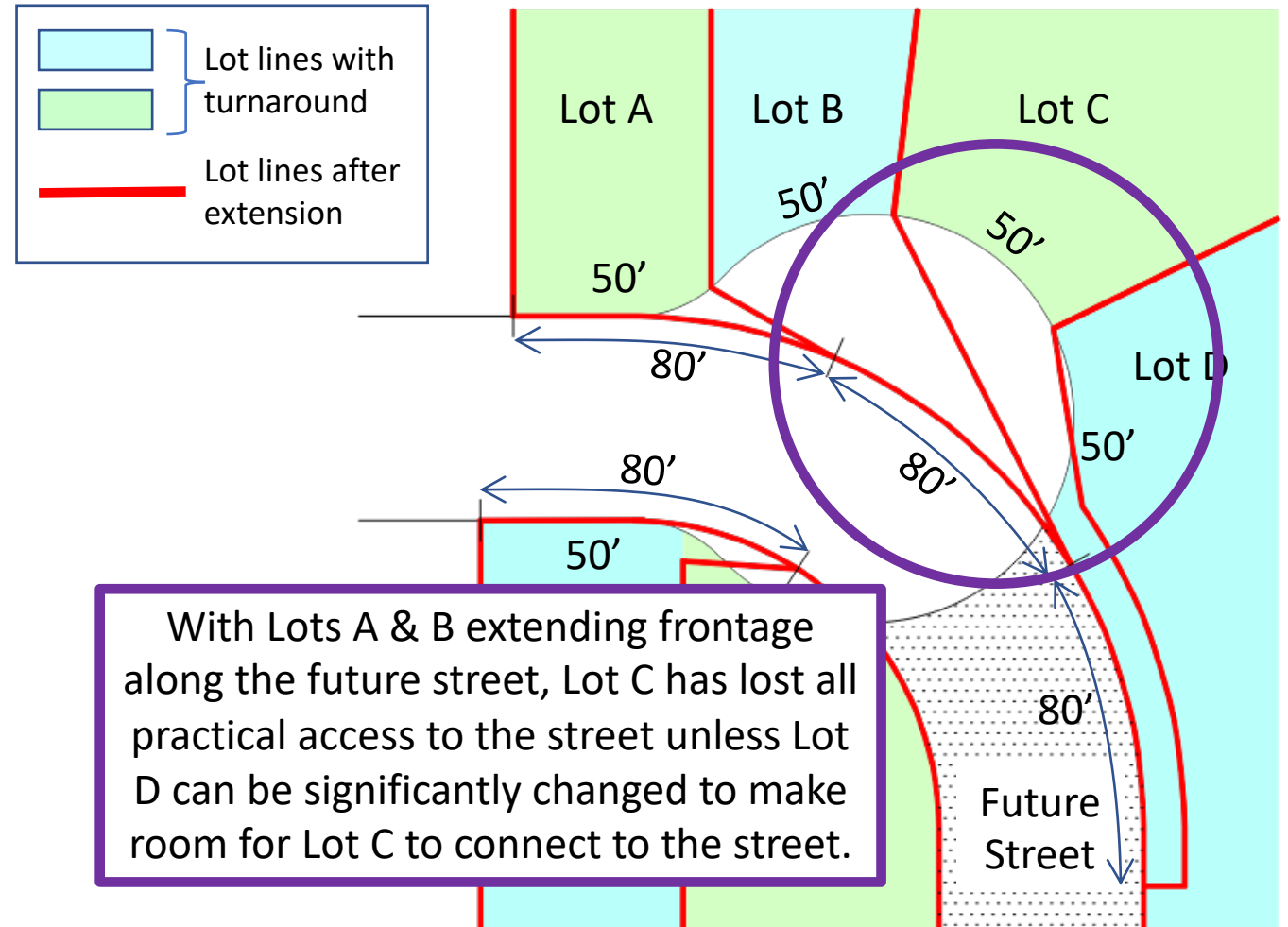
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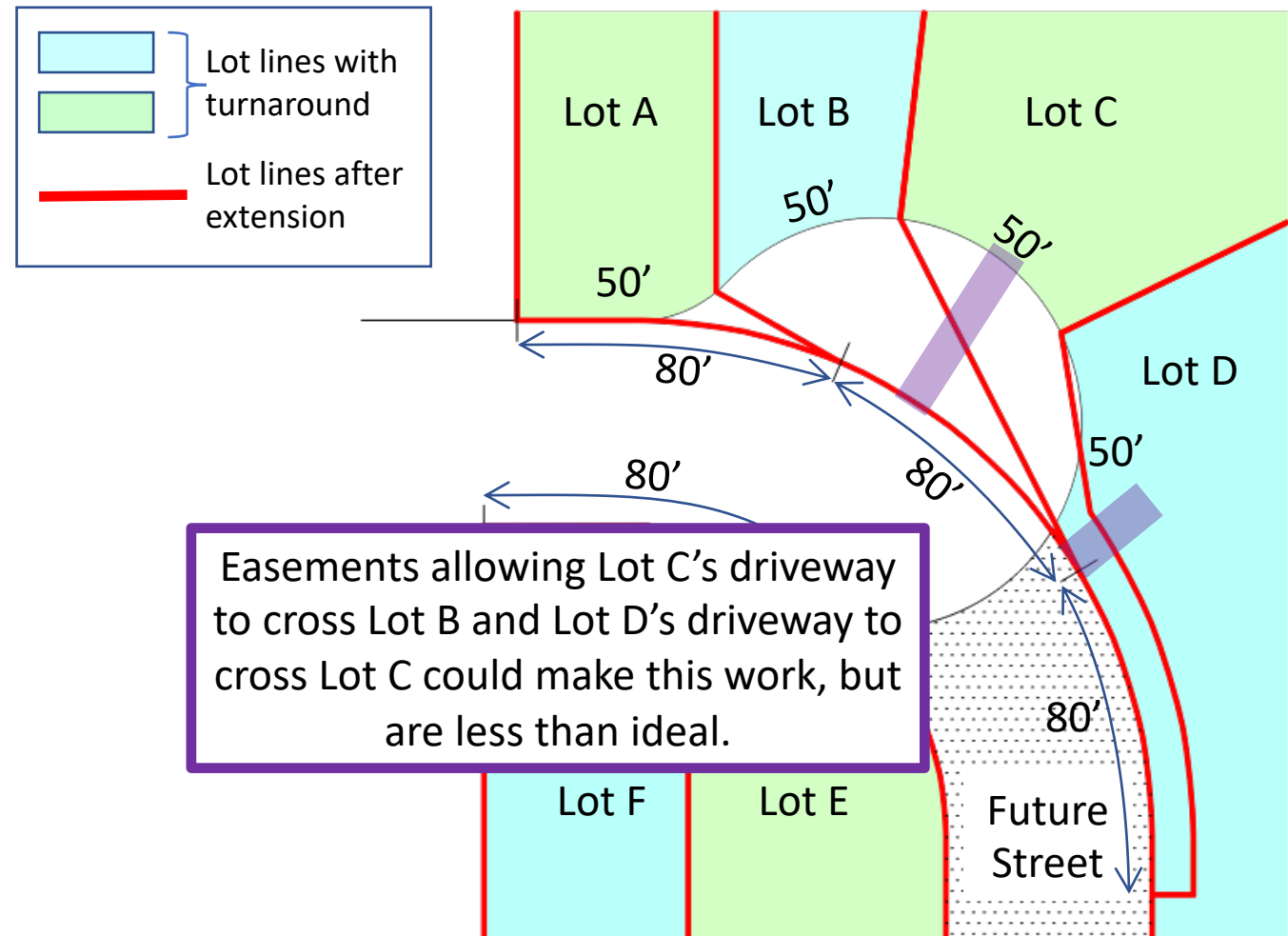
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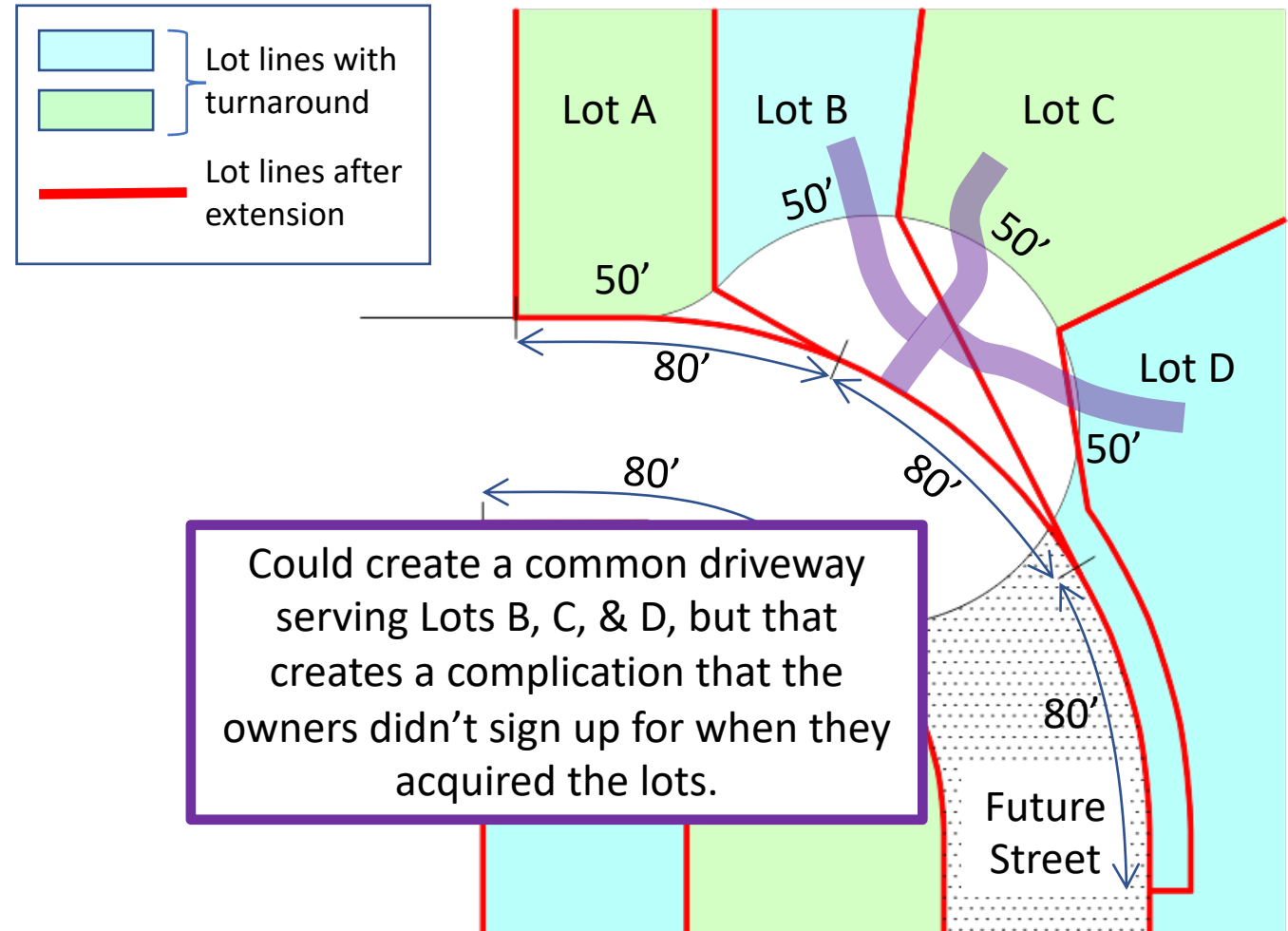
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# Observations

- There are many possible variations on these examples
- Examples 1 and 2 show that it can be practical to extend the frontages for a lot with reduced frontage on a turnaround, provided that:
  - The future street is a straight line, or a modest curve, from the existing street
  - There are no more than three lots between the existing street and the future street
- Example 3 shows that it can be awkward, complicated, or impractical to extend lot frontages when:
  - The future street is a sharper curve
  - There are more than three lots between the existing street and the future street

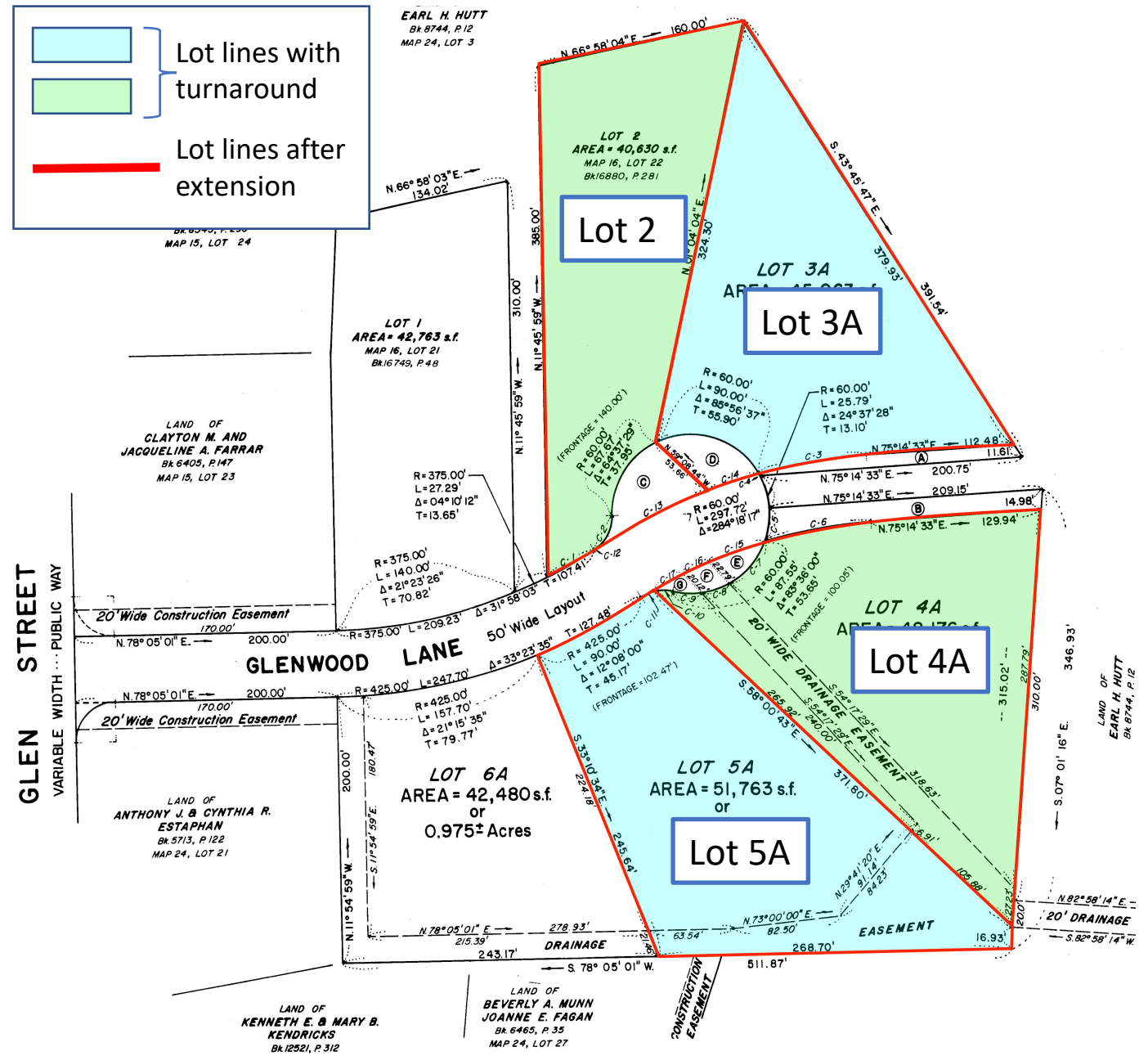
Real-World Examples:  
Three Grafton Subdivisions Where a Turnaround  
Became, or Will Become, a Through Street

# Glenwood Lane – Original Plan

Lot frontage before (with cul-de-sac) and after extension

Lot	Before	After
2	140'	140'
3A	90'	237'
4A	100'	305'
5A	102'	109'

This plan was dropped in favor of the plan on the following page.

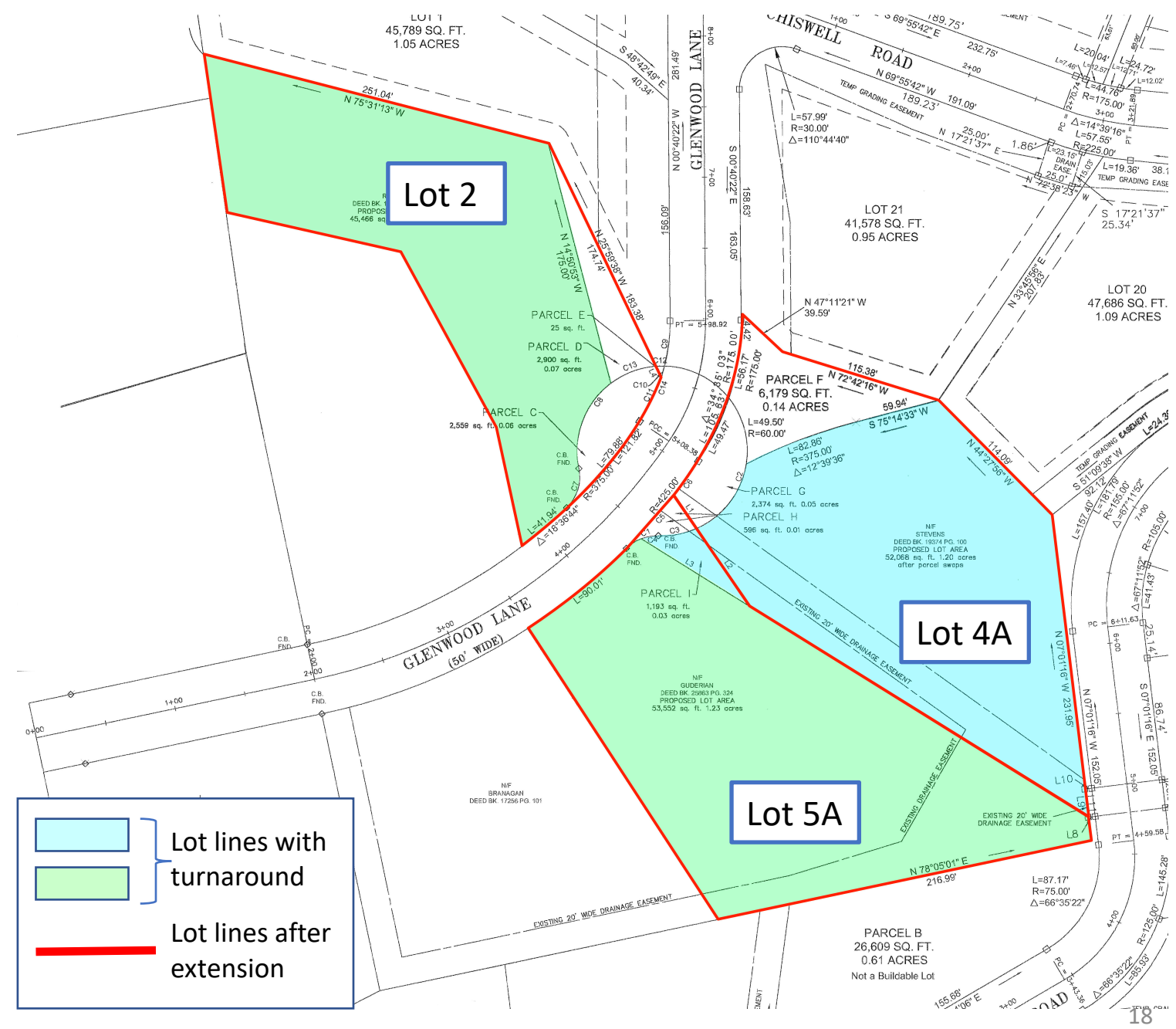


# Glenwood Lane – Actual Plan

Lot frontage before (with cul-de-sac) and after extension

Lot	Before	After
2	140'	157'
4A	100'	140'
5A	102'	140'

Lot 3A was eliminated, giving its area to the street and two other lots.

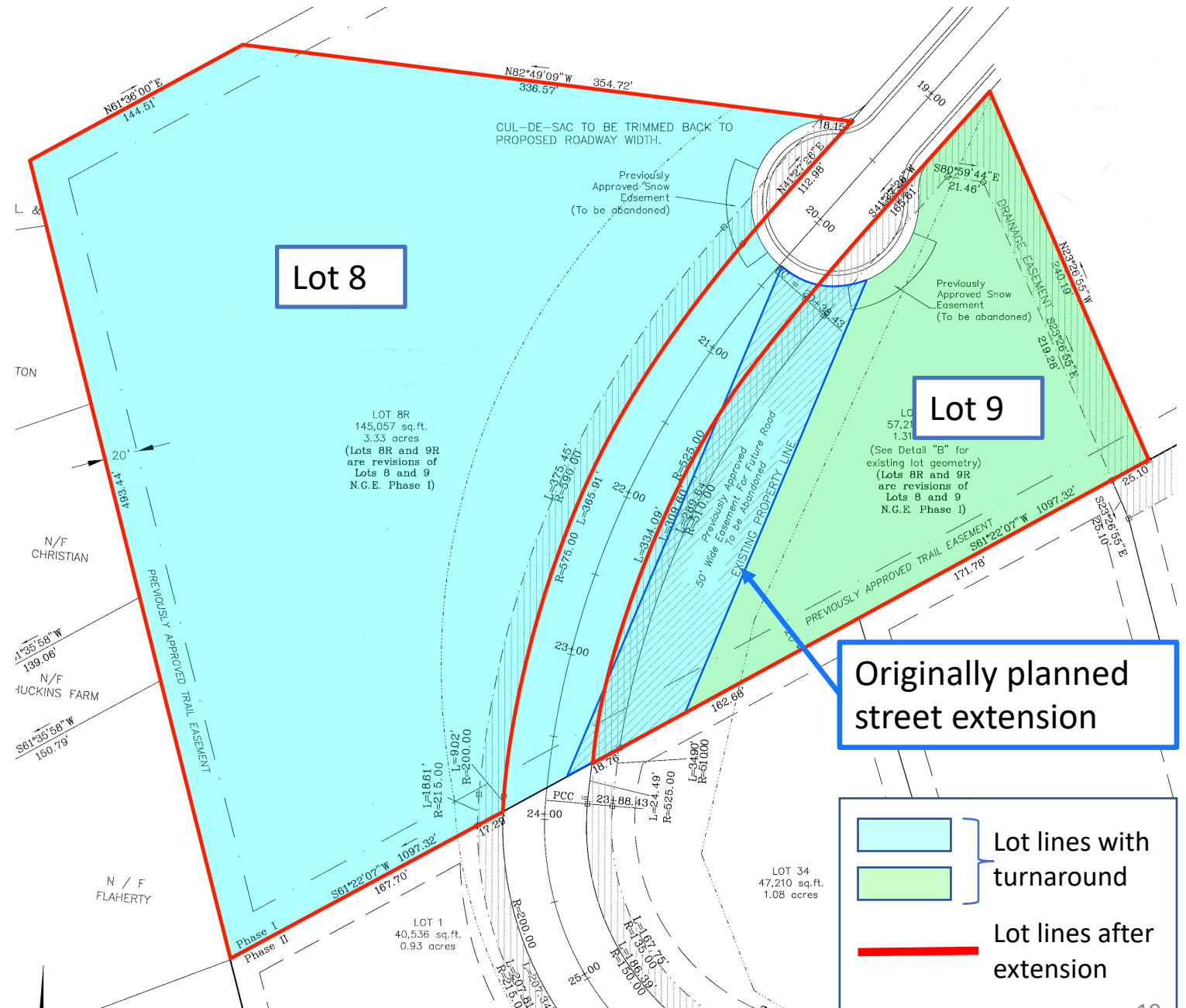


# Morgan Drive

Lot frontage before (with cul-de-sac) and after extension

Lot	Before	After
8	175'	488'
9	140'	499'

Lot 8 was later divided into three lots.

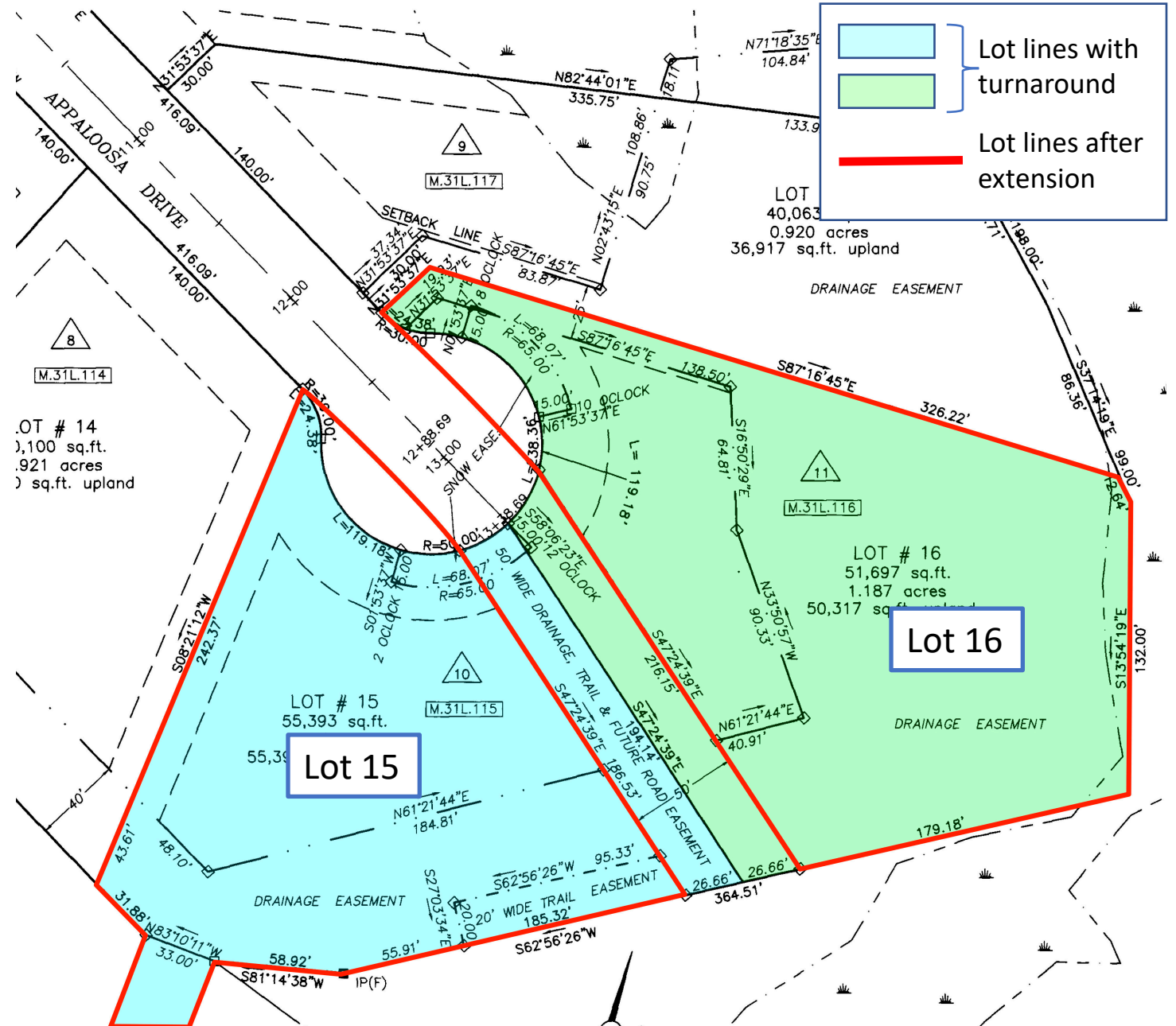




# Appaloosa Drive

Lot frontage before (with cul-de-sac) and after extension

Lot	Before	After
15	144'	290'
16	144'	320'





# What Happens to the Turnaround Land?

- It is expected that the abandoned portions of the turnaround will be added to the abutting lots
- Before the turnaround becomes a public way
  - The owner of the turnaround creates and records a plan that reflects the new street and revised lot lines, and, where necessary, transfers abandoned portions of the turnaround to owners of land abutting the turnaround
  - This was the case for Glenwood Ln and Morgan Dr
- After the turnaround becomes a public way
  - The abandoned portions of the turnaround should be transferred from the Town to the abutting property owners
  - This will likely be the case for Appaloosa Dr; the extension and the subdivision to which it connects are still under development

# Could the Turnaround be Left in Place?

- Would there be an advantage to extending the street but leaving the turnaround boundary and pavement in place?
- Does not solve the problem of meeting frontage requirements
  - Reduced frontage is allowed only “on the turnaround of a cul-de-sac”
  - The cul-de-sac is eliminated, so while the turnaround still exists, it is no longer “the turnaround of a cul-de-sac”
- One instance in Grafton: turnaround at end of Rose Ln left intact when Brielle Rd connected via right of way reserved in 1964
  - Lots on turnaround retained reduced frontage
  - No new non-conformance created: lots were already non-conforming

# Subdivision Rules Revisions?

- Does the foregoing discussion suggest any changes to the Subdivision Rules & Regulations?
- Examples show that it's possible to design an arrangement of lots on a turnaround with a future extension for which it is impractical to provide compliant frontage when the turnaround is eliminated
  - Board may wish to consider requiring that a plan showing a turnaround with a future extension also show that it is practical to provide every lot with compliant frontage when the turnaround is eliminated.
  - That would not be a commitment to an actual extension design; just a showing that at least one such design is feasible.